

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-18 (Canceled).

Claim 19 (Previously presented): A vehicle drivetrain comprising:

an engine having a PTO, power take-off, shaft;

a first transmission below said engine and driven by said PTO shaft;

a second transmission above said first transmission and horizontally

5 adjacent said engine, said second transmission having an input driven by said first transmission, and an output providing vehicle propulsion;

wherein:

said PTO shaft extends vertically downwardly;

said second transmission has a downwardly extending vertical input shaft;

10 said first transmission is a constant velocity clutch continuously variable transmission, CVT, having a first pulley driven by said PTO shaft, a second pulley driving said input shaft of said second transmission, and a belt extending around said pulleys and driving said second pulley from said first pulley, said pulleys rotating in a horizontal plane;

15 and comprising:

a CVT mounting case housing said first and second pulleys, and wherein said engine and said second transmission are each mounted to said CVT mounting case at respective first and second mounting attachment locations precisely spaced and aligned to provide precise spacing of the centerlines of said PTO shaft and said input
20 shaft of said second transmission and precise alignment of such shafts in parallelism;

a power transfer device driven by said output of said second transmission to transfer power to propel the vehicle;

wherein:

said power transfer device comprises a pair of drive shafts driven in torque
25 balancing counter-rotation, at least one of said drive shafts providing vehicle propulsion;
and

said power transfer device comprises a power transfer rotary drive member driven by said output of said second transmission, and comprising a transfer case housing said power transfer rotary drive member, wherein said transfer case is mounted to said
30 second transmission, the first of said drive shafts is mounted to said transfer case in journaled relation, and the second of said drive shafts is mounted to said CVT mounting case in journaled relation.

Claims 20-21 (Canceled).

Claim 22 (Previously presented): A vehicle drivetrain comprising:

an engine having a PTO, power take-off, shaft;

a first transmission below said engine and driven by said PTO shaft;

a second transmission above said first transmission and horizontally
5 adjacent said engine, said second transmission having an input driven by said first transmission, and an output providing vehicle propulsion;

wherein:

said PTO shaft extends vertically downwardly;

said second transmission has a downwardly extending vertical input shaft;

10 said first transmission is a constant velocity clutch continuously variable transmission, CVT, having a first pulley driven by said PTO shaft, a second pulley driving said input shaft of said second transmission, and a belt extending around said

pulleys and driving said second pulley from said first pulley, said pulleys rotating in a horizontal plane;

15 and comprising:

 a CVT mounting case housing said first and second pulleys, and wherein said engine and said second transmission are each mounted to said CVT mounting case at respective first and second mounting attachment locations precisely spaced and aligned to provide precise spacing of the centerlines of said PTO shaft and said input
20 shaft of said second transmission and precise alignment of such shafts in parallelism;

 a power transfer device driven by said output of said second transmission to transfer power to propel the vehicle;

 a transfer case housing said power transfer device and mounted to at least one of said second transmission and said CVT mounting case;

25 wherein said power transfer device comprises a power transfer rotary drive member driven by said output of said second transmission, wherein said transfer case is mounted to both said second transmission and said CVT mounting case for enhanced rigidity of the combination of said CVT mounting case and components mounted thereto, namely said engine, said second transmission and said transfer case mounted thereto.

Claim 23 (Canceled).

Claim 24 (Previously presented): A vehicle drivetrain comprising:

 an engine having a PTO, power take-off, shaft;

 a first transmission below said engine and driven by said PTO shaft;

 a second transmission above said first transmission and horizontally adjacent

5 said engine, said second transmission having an input driven by said first transmission, and an output providing vehicle propulsion;

 wherein:

 said PTO shaft extends vertically downwardly;

- 10 said second transmission has a downwardly extending vertical input shaft;
 said first transmission is a constant velocity clutch continuously variable
transmission, CVT, having a first pulley driven by said PTO shaft, a second pulley driving
said input shaft of said second transmission, and a belt extending around said pulleys and
driving said second pulley from said first pulley, said pulleys rotating in a horizontal plane;
 and comprising a CVT mounting case housing said first and second pulleys,
15 and wherein said engine and said second transmission are each mounted to said CVT
mounting case at respective first and second mounting attachment locations precisely spaced
and aligned to provide precise spacing of the centerlines of said PTO shaft and said input
shaft of said second transmission and precise alignment of such shafts in parallelism;
 wherein:
20 said CVT mounting case is a sealed case enclosing and protecting said pulleys
and said belt against the elements, including water; and
 said CVT mounting case has an air inlet port, an air outlet port, and an air
circuit duct therein directing air from said air inlet port around said pulleys and said belt for
cooling same, and then to said air outlet port.

Claim 25 (Original): The vehicle drivetrain according to claim 24 wherein said CVT mounting case has a lower clamshell portion having a pair of upstanding walls horizontally spaced from each other and defining a supply passage therebetween extending from said air inlet port and directing cooling air to cool said pulleys and said belt.

Claim 26 (Original): The vehicle drivetrain according to claim 25 wherein said pulleys are separated by a gap, and said supply passage extends to an area below said gap.

Claim 27 (Original): The vehicle drivetrain according to claim 26 wherein said lower clamshell portion has a deflector ramp in said supply passage deflecting cooling air upwardly to said gap.

Claim 28 (Original): The vehicle drivetrain according to claim 26 comprising a transfer duct extending from said lower clamshell portion upwardly into said gap between said pulleys and spaced laterally inwardly of said belt and transferring cooling air from said supply passage.

Claim 29 (Canceled).

Claim 30 (Original): The vehicle drivetrain according to claim 24 wherein said first pulley includes a fan circulating cooling air from said air inlet port to said air outlet port during rotation of said first pulley.

Claim 31 (Original): The vehicle drivetrain according to claim 25 wherein said lower clamshell portion has an outer peripheral sidewall defining a return passage between said sidewall and said upstanding walls, and wherein said air outlet port is through said outer peripheral sidewall.

Claim 32-64 (Canceled).

Claim 65 (Currently amended): ~~The modular pre-assembled unit according to claim 63 comprising:~~ A modular pre-assembled unit ready for drop-in mounting to a vehicle having a frame, and providing a drivetrain for the vehicle, comprising in combination:

an engine having a PTO, power take-off, shaft;

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a first transmission below said engine and driven by said PTO shaft;

a second transmission above said first transmission and horizontally adjacent

said engine and having an input driven by said first transmission;

shock and vibration absorbing pads mounting said first transmission to said vehicle frame;

- 10 said engine and said second transmission being mounted to said first
transmission independently of said vehicle frame;
 a power transfer device driven by said second transmission to transfer power
to propel the vehicle;
 wherein:
15 said PTO shaft extends downwardly and vertically;
 said first transmission is a constant velocity clutch continuously variable
transmission, CVT, having a first pulley driven by said PTO shaft, and a second pulley
driven by a belt extending around said pulleys, said pulleys rotating in a horizontal plane;
 said second transmission is a 90° gear transmission having a downwardly
20 extending vertical input shaft driven by said second pulley, and a horizontal output shaft;
 said power transfer device comprises a power transfer rotary drive member
driven by said output shaft of said second transmission;
 and comprising a CVT mounting case housing said first and second pulleys;
 wherein:
25 said engine and said second transmission are each mounted to said CVT
mounting case at respective first and second mounting attachments precisely spaced and
aligned to provide precise spacing of the centerlines of said PTO shaft and said input shaft
of said second transmission and precise alignment of said shafts in parallelism;
 and comprising a transfer case housing said power transfer rotary drive
30 member and mounted to at least one of said second transmission and said CVT mounting
case.

Claim 66-68 (Canceled)